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THE
Sailors' Magazine,



AND
SEAMEN'S FRIEND.

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THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly pamphlet of thirty-two pages, will contain the proceedings of the American Seamen's Friend Society, and its Branches and Auxiliaries, with notices of the labors of local independent Societies, in behalf of Seamen. It will aim to present a general view of the history, nature, progress and wants of the SEAMEN'S CAUSE, commending it earnestly to the sympathies, the prayers and the benefactions of all Christian people.

It is designed also to furnish interesting reading matter for Seamen, especially such as will tend to their spiritual edification. Important notices to Mariners, memoranda of disasters, deaths, &c., will be given. It will contain correspondence and articles from our Foreign Chaplains, and of Chaplains and friends of the cause at home. No field at this time presents more ample material for an interesting periodical. To single subscribers \$1 a year, invariably in advance. It will be furnished Life Directors and Life Members gratuitously, *upon an annual request for the same.* POSTAGE in advance—quarterly, at the office of delivery—within the United States, *twelve cents a year.*

THE SEAMEN'S FRIEND

Is also issued as an eight page monthly tract adapted to Seamen, and gratuitously distributed among them. It is furnished Auxiliary Societies for this use, at the rate of one dollar per hundred.

THE LIFE BOAT.

This little sheet, published monthly, will contain brief anecdotes, incidents, and facts relating to Sea Libraries.

Any Sabbath-School that will send us \$20, for a loan library, shall have fifty copies gratis, monthly, for one year, with the postage prepaid by the Society.

In making remittances for subscriptions, always procure a draft on New York, or a *Post Office Money Order*, if possible. Where neither of these can be procured, send the money *but always in a REGISTERED letter.* The registration fee has been reduced to *fifteen cents*, and the present registration system has been found by the postal authorities to be virtually an absolute protection against losses by mail. *All Postmasters are obliged to register letters whenever requested to do so.*



Vol. 45.

DECEMBER, 1873.

No. 12.

SHALL THE UNITED STATES SHIPPING LAW OF 1872 BE SUSTAINED ?

(From the CHRISTIAN UNION of November 13th.)

It seems an unfortunate time for the enemies of this humane measure to ask for its repeal, but we understand they propose to do so, and are organizing their forces quite confident of success. The newspapers of the day are just now teeming with facts that show the imperative need, not only of the law, but of its rigorous enforcement.

The recent horrible treatment of sailors on the *St. Charles*, and the *Baltic*, and the *Sunrise*, will be remembered. What could seamen expect at the hands of the men who ask for a repeal of a law that even now but measurably protects them.

It is well known whence the opposition comes, and the article we here give to our readers, admirably sets forth the history and operation of the law, commending it as thus far working with usefulness and success.—ED. MAG.

With a clear view of its nature and necessity, the *Christian Union* advocated this law when it was before the Congress of the United States for passage,—and with as clear a view of its workings, and of the objections alleged against it, this journal will support it, now that it is on the statute book and in process of trial. For we are convinced that, against the wrongs of a large class of men entitled to special legal consideration, this law, if it have opportunity, will be a strong protection. It will secure to the common seaman upon all foreign-going American ships—to which vessels alone it refers—without prejudice to the rights of ship-owner, agent or captain, the privilege of voyaging whither he will, under what officers he will, and at fair wages, to be the subject of open and mutual agreement be-

tween employer and employed. It will secure to him, also, the payment of his wages into his own hands, and an honorable discharge from employment when he returns from sea.

We are, of course, less concerned in supporting any United States Shipping Commissioner than in the upholding of a beneficent law. But it does not escape us that, from the nature of the case, any commissioner first administering the law in a port of large population and business must have to fight a hard battle, in which presumptively he will have claim to the sympathy and help of all good men.

We have lately been apprised of somewhat vigorous preparation in our own port of New York, and perhaps elsewhere, for going before Congress, at the coming session, and attempting the repeal of this law, and we have been at some pains to determine from what quarter the movement proceeds. And the result of our inquiry among the sources of opposition to the statute is, in substance, that it is threefold: 1, from the old private, self-constituted shipping masters, whose occupation is cut up, root and branch, by the enactment; 2, from certain dissatisfied consignees of vessels, for the most part engaged in the coastwise, Mexican or West India trade; 3, from a few dissatisfied shipowners and captains. Behind these, falling in with every movement against any statute or influence for a sailor's welfare, are sailor's landlords and their run-

ners, as a class the most brutal and lawless, if occasion require, of the whole population of this city.

So far as the opposition thus designated, is honest, we apprehend that in almost every case it is grounded upon the allegation that the expense to ship-owners in procuring seamen for their vessels is heavier under the new than under the old system. But we believe the short and truthful reply to be that the absolute cost in shipping and paying off seamen, in this port, is less under the law of 1872 than it was before, while the greater part of this expense now falls upon the ship-owner, and the lesser part upon the sailor. We are happy to know, moreover, that nineteen-twentieths of all our foreign-going American ships pass quietly in and out of the harbor, in obedience to the law, without friction or complaint.

We have sought to become conversant with the history of the administration of the statute, and have had before us the facts which we shall detail. After two years' discussion in Congress, and elsewhere, the shipping law, originally suggested at San Francisco, was unanimously passed by both Houses of Congress in June, 1872, and took effect August 6th of that year. For the five months next succeeding, it met with little resistance in our city, and the work then done by the United States Shipping Commissioner in this port was summed up in his report of December 31st, 1872,* to the judges of the

United States Circuit Court, from whom he received his appointment. This report said :

"It is believed that in this port (New York) its provisions have been faithfully and judiciously enforced. Every combination and obstacle has been squarely met, and overcome, without any detention or delay to the commerce of the port. . . . Up to this date, 10,541 seamen have been shipped, and 7,785 paid off. \$384,241.82 have been paid into the hands of these seamen, for wages due and accruing, and \$847.56 due to seamen deceased have been collected and paid into court."

But soon after this report, and early in January, 1873, the owners of certain steamers trading from New York to the West Indies, and of vessels trading from Eastern ports to the British Provinces, finding, as before said, that their own expenses in the shipping of crews were somewhat increased, by a furtive movement obtained from both Houses of Congress, in forty-eight hours, an amendment to the law, and in the same space of time obtained for it the signature of the President of the United States. This amendment was as follows:

"*Amendment Sec. 12. Approved January 10th, 1873.* Provided further that this section shall not apply to masters of vessels engaged in trade between the United States and the British North American Possessions, or the West Indies, or the Republic of Mexico."

The deceptive nature of this action appeared after it had been taken. The amendment, when before Congress, had been called by various names and was understood in various ways. It was even spoken of as an act to extend the

power of the United States Shipping Commissioners; though as soon as it was adopted and signed open proclamation was made that all West Indian, Mexican and British Province traders were utterly exempt from the act of 1872. The Secretary of the United States Treasury soon announced his concurrence in this position, and in the port of New York, at least, his Collector of Customs began to give clearance to such vessels without certificate from the Commissioners that the shipping law had been obeyed.

Assuredly this was the purpose of interference with the statute. But the Shipping Commissioner at New York took the ground that inasmuch as it was Section 12 of the Shipping Law (which section pertains only to the form of agreements between sailors and their officers when shipped)—which had been amended—and not section 13, which is the section providing that all crews of outgoing vessels shall be shipped before the Commissioner, he should merely exempt the above named vessels from using those forms of agreement laid down in Section 12; and, as he had done, should still insist upon the shipment of all their crews before himself, and under all other regulations of the statute. Here was, of course, a vital point in issue, and to test it, the Commissioner libeled certain vessels leaving port with crews obtained outside his office. In the case of the steamship *City of Mexico*, so libeled in April, 1873, a

decision was rendered in October, 1873, by Judge Benedict, in the United States District Court, Eastern District of New York, sustaining the construction put upon the amendment by the Commissioner, and condemning the steamer, in the sum of \$200 and costs.

Meanwhile, in April and in May of the present year, the sailor landlords, encouraged by the aspect of doubt which this legislation and the interpretation of it by its projectors created, took advantage of a scarcity of sailors in the city to call upon the Commissioner, by Committee, and make the modest demands that he ship no men whatever, except such as they should select, and that the advance wages of a sailor actually shipped, should be paid to them, the landlords, in full, instead of to the sailors, as the law requires.

Of course the Commissioner refused compliance, and from that moment, their warfare upon him was hot and bitter. They combined to prevent his obtaining a single seaman, and at once increased the scarcity of sailors before existing. The Commissioner was firm, and secured all the men available, but could not prevent the commerce of the port from suffering.

The landlords formed vigilance committees, to prevent the Commissioner obtaining seamen—their officers were watched by day and by night—their lives were threatened, as were those of sailors daring to be shipped under the law. The Commissioner prosecuted near-

ly a hundred landlords before the State Courts, for obstructing the commerce of the port. The rule of Tweed, his district-attorneys and judges, was over; their places were filled by better men, and the landlords were made to feel the fact. Very shortly they formally submitted, and surrendered unconditionally to the law. So far as is known, they have generally and outwardly worked with the U. S. Commissioner, in good faith, ever since.

This was the *status* of affairs, up to the rendering of the decision by Judge Benedict, last month, to which we have referred. Since then, the parties we have indicated at the outset of this article have renewed their opposition in every practicable way, and are loud in their denunciations of the law and of its faithful officer. Their activity now takes the form we have noted. They will probably present to Congress, as they do to the law-abiding, philanthropic and Christian portion of the community, the question whether a statute framed to make sure to seamen some of their simplest rights, and securing them, so far, with a success which is remarkable, shall be upheld, or expunged at the bidding of those who are hostile to or careless of their welfare.

Surely the law will be sustained, if it have but common and fair justice. It is but little more than a year since it began to be administered. Its administration has gone forward, under constant struggle

with determined enemies; every practicable obstacle has been thrown in its way. Every misrepresentation has been made concerning it. And yet over 20,000 sailors have been shipped under its provisions, and a million of dollars has been paid under it to sailors in the port of New York alone. Not a single complaint as to its workings has ever reached the U. S. Commissioner. Nor has there been a case of mutiny, riot or bloodshed, in this harbor, or on any vessel whose crew has been furnished in compliance with its provisions. It is not time, as yet, to repeal this law, it is not even time to amend it; give it fair play.

SAILORS ON SHORE.

The pretended Sailor demonstration came off according to announcement, on the 15th instant. It was heralded as an affair with which Sailors were to have something to do, and as intended to give expression to their sense of grievance under Commissioner Duncan's administration of the obnoxious Shipping Law. Instead, however, of being a Sailors' demonstration, it proved to be a parade of Sailor Landlords, (with a few seamen inveigled into their procession), and these by no means, the better class even of that calling. Mayor HAVEMEYER, who was waited upon for a speech, gave the men, what they might have expected, some wholesome advice, which probably they did not relish, and which served to offset the bluster and misrepresentations of their hired orators.

It surprises us that a leading commercial paper was led to speak of that demonstration as a respectable affair, giving its motley few, in round numbers as a couple of thousand, and seeming not to understand either its object or its operators.

The TIMES of the following day, notices the matter in a discriminating editorial, which we take pleasure in transferring to our columns. On the whole, we think the demonstration will help the cause it was intended to injure.—ED. MAG.

Nobody is likely to be deceived by the demonstration in this city, on yesterday, in favor of the repeal of the Shipping act of 1872. Purporting to be a demand from the sailors themselves, for the repeal of the law, it was easy to see that it had been patiently organized and carefully carried out in the interests of the worst enemies of seamen. It is absurd to suppose that the sailors desire to be handed back to the extortions of the "boarding-house keepers." The banners and appearance of the men engaged in yesterday's demonstration led the unreflecting to believe that the crowd was composed of sailors who had been cruelly wronged by a statute intended for their protection. But the managers made a mistake when they included speeches in their programme, without having informed their dupes how they were to be received. The men applauded in the wrong places. They exposed the cheat in which they were made to bear a part, by expressing their hearty concurrence in the sentiment that it would be better to strive for an improved administration of the law than to seek its repeal. It should be generally understood that the agitation for the repeal of the Shipping act comes from the "sailor boarding-house keepers" and the "runners." They

have sufficient reason to desire its repeal, for it has deprived them of the opportunities for robbing sailors which they improved so well for so many years. There are in this City about 120 sailor boarding-houses, and the great majority of them are vile dens, kept by men of the worst character. Every one of these keepers, and every one of the runners they employ, has a direct personal interest in the repeal of the law. Formerly they had a monopoly of the business of providing ships with crews, and they made it extremely lucrative. Not content with demanding a heavy fee from the ship-owner, they fleeced the sailors out of a large portion of their advance money by compelling the payment of extortionate and, in many cases, wholly imaginary board-bill, in return for procuring them employment. Worse than this, sailors were often made insensible by liquor, and being shipped in that condition were robbed of every penny by the "keepers." It was a notorious and disgraceful fact that sailors were utterly unprotected in the port of New-York. Other nations made laws to save their mariners from spoilers when in port, but the United States for many years neglected to take any steps in this direction. Finally, the abuse became so flagrant that Congress was forced to enact, substantially, the English law for the protection of sailors in our ports. And it is this law that we are required to believe the sailors themselves are anxious to have repealed.

Sailor Landlords in Boston.

The insolence and villainous conduct of some of the sailor landlords of Boston, have become so outrageous that many foreign captains have declared that they will not

visit that port again. The Boston *Advertiser* describes some of the impositions upon the ship-masters, saying: "They no sooner cast anchor in the harbor than they are boarded by some of these landlords, and sailors whom they have engaged for three years, are whisked off from before their face and eyes, and they are powerless to prevent it. This is especially the case with Germans, Swedes and Norwegians, some of whom have been imprisoned at the suit of these deserters. The expense of enlisting a new crew at a high rate of wages, and paying another advance, is so great that many captains hesitate about entering a port where they run any such risks. That there may be some steps taken to remedy this condition of affairs, a petition, signed by all the consuls of Boston, has been presented to the Mayor, and the assurance secured from the latter that it will receive immediate attention. The request of these owners only necessitates such changes in the management of the harbor police as have often been pressed upon the city government but in vain."

Scraping Knowledge from the Deep Sea.

The United States steamer *Tuscarora*, which is now engaged in searching for a suitable berth for a trans-Pacific cable from San Francisco to Japan *via* the Aleutian Island chain, has been fitted by the Navy Department, under special instructions from the Bureau of Navigation, with a number of appliances for sounding in deep water, including the machine and dynamometer invented by Sir William Thomson for the use of piano wire, which has already been successfully tried about forty miles outside of San Francisco in depths

ranging from 141, to 1,949 fathoms. Besides, Commander G. E. Belknap has made an improvement of the apparatus hitherto thought best adapted for bringing up specimens of bottom, of which he has sent a model to the Bureau of Navigation, which is much admired by all officers who have seen it. Belknap's improvement in the Brookes' self-detaching shot apparatus for bringing up particles of bottom, in quills, consists of two cylinders, fixed one above the other, when the instrument is set and descending through the water, and to close telescopically when the shot detaches on reaching the bottom. The lower cylinder is fitted with a conical cap at the lower extremity, for the reception of parts of the bottom through an aperture, which, while descending, admits a flow of water upward through the cylinders by means of valves which close hermetically by the pressure of the water when the apparatus is being hauled up from down below. The upper cylinder curves the aperture in the lower one on detaching the shot, so that the water cannot wash out the bottom caught in the conical cup. Thus Commander Belknap has discovered a practical and unfailing method of not only bringing up safely a larger amount of bottom from the ocean bed than has hitherto been brought up, but also as much water as is caught between the two valves in the lower cylinder at the moment of striking the bottom.

Novel Life-Boat Invention.

The *Liverpool Courier* of Oct. 9th has the following: "The maritime community will be considerably surprised to hear that a real life-boat, which will neither sink or break, has at length been invented, and that, like all useful in-

ventions, it is the simplest thing imaginable. As it has not yet been christened, though baptised thoroughly, we will, for convenience designate it the Excelsior Life-Boat of Liverpool.

This boat is constructed on a new principle. The shell of the boat is neither stout wood nor galvanized iron, nor pliable bamboo, but that common article which we disliked so much in our school-days, though now destined, perhaps, to save our lives in maturity—namely, cane. This is not a promising material for constructing a boat, but that is the inventor's merit. Out of cane he has made the most useful boat extant. The cane is woven like wicker ware, compact, yet pervious to the water, which runs in, and therefore out, as through a fine sieve; so that the new boat, instead of keeping the water out, lets it in and lets it out with equal facility. This wicker frame, stout but not stiff, is buoyed up with a lining of solid cork; and so effective is this buoyancy that the boat can be, and has been, filled and crammed with human beings without sinking, and with comparatively little displacement. Of course, the boat's crew and their shipwrecked freight would not be obliged to stand on the wicker bottom hip deep in water; that mode of rescue would be little better than drowning. The boat is constructed with a double keel, which gives an elevated flooring, also of cane-wicker, this false bottom being high enough to afford a dry footing above the level of the water outside (and inside) this floating reticule. When the boat 'ships a sea,' as any boat must in a rough surf, the water floods the wicker floor, and, of course, drains off instantly, for water cannot stand on a sieve. This quality is important, but not the most impor-

tant, as poor Jack knows. In rescuing persons from a ship in a rough sea, the great, we may say the fatal difficulty, is to prevent the mere cockle-shell of a boat from being stove in against the ship's side. How can this be avoided? Granting the lowering tackle to be perfect, if the boat is to be put into the water, she must be knocked about by the waves or the swell, and any holiday voyager can imagine what this means in circumstances where lives have to be rescued from a disabled ship. The difficulty, therefore, is not overcome by ingenious tackle for lowering; the difficulty consists in the hard and breakable material of the boat itself. Where a boat of wood or iron would have its side cracked or broken by a heaving crash against the ship, a cane-wicker boat would bound off uninjured, certainly unbroken, and if broken still no worse for sailing and saving life. This is the peculiar triumph of the new life-boat. You may take an ax and hack the side, you may chop away the bow, you may cut off the keel still her bouyancy is unimpaired, and she is as good for her work as before. Can that be done with any other boat to which life has to be intrusted in a perilous sea?

The trial boat was exhibited yesterday on a lorry near the Town Hall, for a short time before noon, and was then launched in the river *sans ceremonie*. It was a rough and tumble baptism and no mistake, for the boat took a line from the Agincourt, by favor of the Liverpool Steam Tug Company, and steaming off sharply, the boat was pulled clean off the lorry with her crew of six, and plunging nose under in the tide, as a bold diver takes a header, came up trim and lively, half filled, one oarsman completely douched, the others wet

variously, and a general chorus of applauding laughter from a miscellaneous crowd. Of course the water above the wicker floor drained through instantly, so that in a minute the men were standing on a dry floor, and appearing surprised to find themselves floating so comfortably. The boat was literally tumbled into the river a height of 16 to 20 feet, in order to demonstrate her behavior under the worst conditions, and her lively independence of any "lowering apparatus." The tug now "let go the painter," and the scratch crew in the new boat put their oars in the rowlocks and pulled about in a rough tide. She went very steadily, and seemed about as light as an ordinary boat. Mr. Graves and Mr. King then resolved to sink their property, if overcrowding would do it. They got into it as many men as could stand up anyhow—about fifty-five—and the boat was so far from sinking that double the weight might possibly have proved insufficient. This showed the boat might be overcrowded without danger—a great matter during the tumult and wild selfishness of a shipwreck. What a different tale there would have been to tell if three or four boats of this kind had been attached to the Northfleet. The Agincourt once more took the life boat in tow, and steamed at full speed down stream to the Tower, and back to the George's stage, the boat riding the 'wash' in admirable style, satisfying even the exactions of nautical critics, and putting some amateurs in ecstasy. As to the boat's dimensions, she is 25 feet long 3 feet 4 inches deep, with 8 feet beam, her weight being about 2,000 weight, or, say one-third the weight of an ordinary boat of equal capacity. At either end is a water-tight tank for provisions. She is fitted with the

usual valves required by thy Board of Trade, but these are practically unnecessary in a wicker cane life-boat. We shall watch with interest the progress of this admirable invention."

Ocean Pathways.

According to Van Nostrand's *Engineering Magazine*, one of the steamship companies running a line of vessels between New York and Liverpool, touching at Boston, has set a good example by adopting the plan known as the "lane route," as a means of obviating the danger of collisions at sea. This plan designates one course for vessels going east, and another for vessels westward bound. The part of the ocean traversed by the steamship lines in their voyages is about one hundred and fifty or two hundred miles broad, and it is proposed in the new plan to mark out a lane from this fifteen or twenty miles broad, which will at least reduce the present risks. It is further claimed that the lane to the west will be thirty miles shorter than the route generally taken, and some delays from fogs will be avoided, as it passes one hundred miles south of Cape Race. Another advantage claimed for the late system is that one way it lies along the northern edge of the Gulf Stream, where there is an eddy setting westward often at the rate of an knot an hour. The final argument in favor of the system is that the distance from Cape Clear to Sandy Hook will be shortened several hours; and although the distance to Europe will be prolonged seventy-five miles, compensation will be found for this in greater security and the advantages of the Gulf Stream and fewer fogs. Considering the number of vessels annually crossing and recrossing the ocean, without especial

reference to each other's courses, the number of collisions is very small; but occasionally they happen with terribly fatal consequences, and any plan or system of navigation which has the effect of rendering them practically impossible would render ocean travel safer than it is now. We hope owners of both steam and sailing vessels will unite in giving the system a fair trial.

A Cable Fish Story.

The London *Record* says that a strange story is told in a letter from "Kurrachee, July 8," signed "H. Izaak Walton." "The cable between that place and Gwadar (300 miles) having suddenly failed, the *Amber Witch* steamer was dispatched with repairing apparatus to the place where the fault was. On winding in the cable, unusual resistance was experienced as if it was foul of rocks, but after persevering for some time the body of an immense whale, entangled in the cable, was brought to the surface, when it was found to be firmly secured by two and a half turns of the cable immediately above the tail. Sharks and other fish had partially eaten the body, which was rapidly decomposing, the jaws falling away on reaching the surface. The tail, which measured fully twelve feet across, was perfect, and covered with barnacles at the extremities. The sea being too rough at the time to make use of the boats, an attempt was made to haul the whale on board, but its own weight broke it away from the injured cable as soon as it was raised to the surface. Apparently, the whale was, at the time of entanglement, using the cable to free itself from parasites, such as barnacles, which annoy them very much, and the cable, hanging in a loop over a submarine precipice,

he probably, with a flip of his tail, twisted it around him, and thus came to an untimely end."

Reported Dangers in the North Pacific Ocean.

This is the title of a book of 143 pages, issued under the authority of the Hydrographic Office of the United States Government at Washington. In it are reported notices and memoranda relating to 1,157 islands, shoals, rocks and reefs existing or supposed to exist, and more or less dangerous to navigation in the North Pacific.—Based upon the facts contained in this publication, and for the advancement of science and navigation, the United States Government has appointed a general survey of this portion of the Pacific, and detached for that purpose, the *Portsmouth* and *Narragansett* to cruise within certain limits during the coming four or five years. The *Portsmouth* has already entered upon her cruise, and will soon be

followed by the other vessel. In glancing over the pages of this interesting volume, we find the names of many of our old shipmasters quoted as authority, and among the number are Captains Long, Brooks (*Gambia*), Henry Palmer (*King Fisher*), Jennings (*Contest*), Moore, Brown, James (*Morning Star*), and Zenas Bent, masters of whalers generally, commanders of English and American navies. Besides we find that the *Honolulu Advertiser* and *FRIEND* have furnished no small amount of reliable information. We shall watch the progress of this survey with much interest. This book is now placed in the hands of Captain Daniel Smith, attached to the Harbor Master's Office in Honolulu, whose accurate and minute information upon all questions touched upon in this volume will enable him to append many valuable addenda. We would acknowledge our indebtedness to Captain Skerrett, of the *Portsmouth*, for the privilege of perusing this volume.—*Friend*.

GOD'S GREAT FEAST MADE FOR YOU, WILL YOU COME?

BY ALEXANDER PITT, MINISTER OF THE SOUTH BETHEL,
WAPPING, LIVERPOOL.

Sir Richard Whittington entertained Henry V. in the Guild Hall, London, at a sumptuous banquet; provisions the most costly, rarest delicacies, and the richest wines covered the tables, cinnamon logs burned in the fires scented the place with sweetest odors, the great and noble of the city were the honored guests; all that could please the taste or gratify the senses, graced the occasion, but the grandest sight that spendthrift monarch saw that night, was, when Sir Richard crammed the king's bonds, which he had held for

£60,000, into the fire,—a sum equal in value then, to £900,000 of our money now,—thus at once cancelling that enormous debt. So in the person and work of Jesus, God's own Son, he has made a banquet of truth, the rarest and most costly, for all the *hungry* souls among our bankrupt race, who, in feeding upon which, see all their mighty debt of obedience to God's broken law, cancelled, and for ever blotted out; not by foregoing a just claim, as in the king's case, but by the full discharge Christ Jesus made in His obedience

throughout His whole life, and sufferings in His death, when He expiated all our guilt, exhausted all penalties due to our sin, thus giving Himself as our ransom, in our room and stead, that we, in trusting all our souls to Him, might rank as God's redeemed kings and priests, to live and reign with Him in heaven. Our theme is suggested by Isaiah xxv., 26. "And in this mountain shall the Lord of Hosts make unto all people a feast of fat things, a feast of wines on the lees, of fat things full of marrow, of wines on the lees well refined." Our thoughts are these :

I. *The courses of which this great feast consists*:—1st. A complete justification through trust on Christ's finished work. Salvation is all a free gift to us, but it cost Christ much. We are justified by trust without any good works preceding, but He had to work it all out. A rich creditor may in pity and compassion for a poor debtor, cancel all his debt by a free forgiveness, as did Whittington the king's £60,000, but a just God could not save us over the ruins of his broken law and wronged justice. There is a kind of rosewater religion that reasons thus, "God is merciful and won't be strict to punish our sins, we will do the best we can, and in what we come short, Christ will make up." This is the devil's own doctrine, and a delusion which has damned myriads; salvation on such terms as these would cost God more than when he gave his Son to die for us—even His *honor*, which is in his esteem of more value than all the souls he has created. Nor will Christ be a savior in part. He has done all the work, obeyed the whole law under which he was made, bare our sins, was made sin,—a curse for us, and finished

all the work that repairs all the wrong we had by our sin inflicted on the divine government. He said of His atonement, "It is finished." God accepted Him and His work as the complete discharge of every bond that law and justice held against us. Now is not this grand? And for the soul, wearied with all its fruitless task of trying to pay a portion of this mighty debt, to see and know "my Jesus paid it all," and I in trusting all to that make it my own, and in Him am free, and stand as clear of heaven's claims as Adam did before he fell, and am as worthy of a place in heaven as Christ himself, because God views me in Him. "The marrow," the inner richness of this is—that it is all *legal*, and that God in forgiving me is honored, and His government more glorified than ever angels saw it, even in continuing bliss to their obedience, or punishing in perdition those of their ranks who fell.

2. *Sonship to God*, through faith in Christ, is another course of this great feast. "As many as received him to them gave he power (*meaning right*) to become the Sons of God, even to them that believe on His name." "Beloved, *now are we the sons of God*"—partakers of the divine nature, the objects of his love, care, and protection, brothers to the Redeemer, and in this new relationship can look up to heaven from our deepest depths of suffering and humiliation here, and taught by God's own Spirit can claim and plead this our relationship to Him, "Our Father who art in heaven." Oh, riches of divine grace! "Behold what manner of love the Father hath bestowed on us that we should be called the Sons of God." John, iii, 1. And the "marrow" of this is that if Sons, then are we "heirs of God and *joint heirs* with Jesus Christ,"

which means that to all the riches and glories which belong to Christ we are entitled.

3. *Communion with the God-head*, Father, Son, and Holy Ghost, is another course of this great feast. Accepting Jesus as our life, and having God thus dwelling in us, no cold formal addresses can reach the glorious heights of a communion so endeared. "We have the mind of Christ," we converse with Him and He with us, we pour out our very hearts and our souls in prayer into Him, and He pours out His soul into ours; we walk and "talk with God face to face, as a man talks with his friend,"—"and did not our hearts burn within us as He talked to us by the way, and opened to us the scriptures." The "marrow" and inward richness of this is *love*; a love stronger than death, kindled by God's own Spirit, in our hearts. "God is love, and he that dwelleth in love, dwelleth in God, and He in him." But as soon attempt to describe *heaven* itself in a four paged tract, as this gospel feast. "Then there are wines on the lees well refined." These are full assurance, hope, and the joy of the Lord, that cheer our hearts, make us strong "like giants refreshed with wine," and "causing the lips of them that sleep to speak." These are all old wines, good and pure, making glad the heart of man, expressed from heaven's own vintage.

II. *The place where God has made this feast.* "And in this mountain shall the Lord of Hosts make unto all people a feast of fat things." This mountain was primarily Moriah, on which the Jewish temple was built, typical of all great gospel privileges, and of the church of Christ, in which the feast is now spread. That temple with its holiest of all, its priesthood,

sacrifices, incense, and laws, were types of heaven; the gathering place of God's redeemed ones,—of the christian priesthood of all believers in Christ, who are "unto God made kings and priests;—of the spiritual sacrifices, prayer, praise, and holy living, which they are continually to present to God, on the altar Christ Jesus, through the meritorious incense of His precious and spotless life. That Church of Christ, consisting of all christians, is "the *mountain* of the Lord's house, which shall be exalted above the tops of the mountains, and all nations shall flow into it." It was small in its beginnings, but "the little stone cut out of the mountain without hands, shall become a great mountain, and shall yet fill the whole earth." A mountain because of her stability,— "on this rock I will build my church, and the gates of hell shall not conspire against it." God is in the midst of her, she shall never be moved." And a mountain because of her *strength*; mountains have ever been considered the strength of any country, and such is the church in a world the devil is seeking to destroy. For the sake of the saved it has been preserved, else long since it had sunk under the weight of its own guilt and curse, into the nethermost hell. "As the mountains are round about Jerusalem, so the Lord is round about his people." On a mountain top the widest view can be had; so in God's church there are to be seen far reaching visions over the confused mass around, into the distant future. Here riches, honors, rank, royalty, kingdoms, and thrones, are all seen to be little things, mere bubbles on the surface of time's troubled waters, in the calm, clear, pure light which crowns her, streaming down direct from the throne of

God and the Lamb. "Who shall ascend into this hill of the Lord, or stand in his holy place?" Some of us are on this mountain and at the feast. Oh, answer, dear reader, "I will go also," and bye and bye we shall stand on mount Sion with the Lamb, and the countless thousands who crowd there, redeemed from among men, and having our Father's name on our foreheads.

III. The parties for whom this feast is prepared. "For all people." For you, hoary-headed hardened sinner, even though to all invitations to this feast, through three score and ten years, you have returned refusal and utter rejection. For you, young man or maiden, whom hell is daily urging to banquet on the carrion courses of carnal pleasures. For you, despairing one, in whose conscience a thousand cherished heart sins have hatched ten thousand vipers of remorse, which gnaw and sting to madness your frenzied soul. For you, backslider, who for a time left a Father's table to herd swine and share their husks; in a word, "for all people," and that includes you. "Come, for all things are now ready." Long has been the preparation. Plenty is provided, bring no provisions of yours, "regard not your stuff." Yea, even the very dress is provided, wedding garments from Christ's own wardrobe. Accept a whole Christ on the instant, without any preparation or delay, and your soul is at once lifted up out of the fearful pit and the miry clay, into the glorious mountain of church dignity, the one true state—established—church of God, where you shall feast for ever on the fat things full of marrow, and drink God's wines well refined.

Intelligence from Norfolk Island.

Chaplain DAMON, in a late number of the Honolulu *Friend*, publishes the following letter received from Mr. John Buffett, formerly residing on Pitcairn's Island, but now on Norfolk Island, dated March 17th, 1873:

"DEAR SIR:—I left Pitcairn's July 4th last year, on the bark *Sea Ranger*, Captain C. Allen, of New Bedford, and cruised along the line but saw no whales. We then went to the Haabais, Tonga Island, and obtained about 200 barrels of humpback oil, and arrived here 17th October. I found great changes had taken place during my absence of four years, a tenth of the community had died of typhoid fever in 1868, six children of one family were left orphans. Philip McCoy lost a wife and three children, and some other families are left motherless. My third son's wife (David Buffett) died twelve months ago, the 31st of January, leaving ten children, she died of consumption; and my eldest son Thomas' wife died the 5th of last February, of influenza, leaving a family of seven; and William Evans died third of this month of the same disease, leaving eleven orphans. The influenza was brought here by a Sydney whaler, nearly all the community caught it, some were very bad, and your humble servant got a good shaking. We are now all in tolerable good health.

Since I left here in 1868, they have built a very respectable church, designed and built by our own people. Mr. Nobbs is pastor, and on Tuesday afternoon one of the clergymen from the mission officiates. Capt. Prario, of the bark *Crowninshield*, of New Bedford, provided lamps, and other masters of whalers put in their mite to-

wards it and it is a very respectable building, but I assure you, I enjoyed very much real pleasure in attending divine service at our little meeting house on Pitcairns with Mr. Simon Young as our minister. I did think of going in the cutter *Eagle* which leaves to-day for Auckland and try to get a passage from thence to Pitcairn's, but being a small vessel and not feeling very well, and being persuaded by most of the community not to go, I gave it up. Two of my

grandchildren, one a son of Simon Young, the other Russell McCoy which married my granddaughter, accompanied me here in the *Sea Ranger*, and left again in the same ship on the 11th of January on a whaling cruise to be landed on Pitcairns about the last of June. I wished to go with them, but the Capt. did not like to take me, the cruise being so long. I may if opportunity offers, go back again, but it is uncertain."

OUR WORK:

CORRESPONDENCE, REPORTS, &c.

Norway.

CHRISTIANIA.

Under date October 1st, 1873, Rev. H. P. BERGH, says: "The past quarter has been a blessed time to me and to my work. In my visits on ship-board, in families and boarding-houses, in distributing tracts and in preaching the Gospel to sailors and others, I have experienced the presence of God, sometimes in a very encouraging and strengthening manner.

I feel more and more the great import of my work, and it seems more and more prosperous.

With the exception of a very few cases, I have everywhere been received with kindness. The Norwegian sailors I find in general very susceptible; the Danish, Swedish, German and English sailors have also received my tracts with thankfulness. During the quarter I have been in Horten and vicinity, preaching among sailors and others, and in Arendal, where I attended our District Conference. The one Sunday I was there I preached on a brig to the greatest assembly I have ever seen on shipboard. The Lord was present, and many wept. I also have been in Kongsberg, where I had several meetings, all well attended, and I had also there the opportunity to speak and pray with sailors' families. In Drammen I had a very good time last month, distributing tracts on board of the ships

in the harbor, visiting sailors' families and preaching four evenings to very attentive hearers. The houses were crowded and the word had a good effect. Several captains' families were much interested in the preaching and more houses are opened for meetings. I believe there is much to do in Drammen among sailors and others, and I intend very soon to renew my visit to them. Not a few times I have prospered in getting sailors to our hall; the other Sunday we had a whole company of them, and this was very encouraging. When meeting the sailors on the street, I offer them tracts and speak with them, and often the people gather around me, crying, "I also a tract, I also a book." I believe tracts do a good work. May the Lord bless all good tracts and all other means for the promotion of his kingdom! My Sunday-school work is going on well; however, we have always the most numerous attendance in the winter. Our little paper is doing a good work, as it seems, and it is a great pleasure to me to have the privilege of editing it."

Denmark.

COPENHAGEN.

Reporting for the quarter ending October 1st, 1873, Rev. H. HANSEN writes: "On some of the ships in the harbor, I have been permitted to hold religious

meetings with the seamen. At one such meeting, I disposed of four Bibles and ten other religious books, at another of eight Bibles and other books. From several of the ships the sailors have attended church on my invitation, and I have reason to believe that some have been brought to God. I have not, of course, been free from opposition both from sailors and others, nor have I escaped suffering violence at the hands of ruffians, but taking all things into account, the three months have added to my convictions that much work is needed to reform, if possible some of the fallen. I have visited 30 English vessels, 51 Norwegian, 55 Swedish, 18 German, 15 Dutch, 11 Finnish, 2 French and 272 Danish, in all 454." Mr. HANSEN has rented rooms near the water, where he intends to maintain a sailor's reading-room, the place being also used for occasional religious meetings.

ODENSE.

Having visited 30 ships and 290 houses besides other labor, in the preceding three months, Rev. F. L. RYMKER, writes from Odense, October 1st., that he has "done it with a desire and prayer to God for the salvation of perishing sinners. To that end," he says, "I have spoken words to many, according as their cases have seemed to demand, and prayed with and for them for grace to receive the truth as it is in Jesus. In the most cases, the word seemed to be received, and thought upon, in others it is gainsaid, and some curse and threaten. But the last cases are always among landsmen, not among seamen."

Sweden.

HELSINGBORG.

In July, Rev. N. P. WAHLSTEDT preached in Aresas at a religious convention where the value of Sabbath-schools, of private devotion, and kindred topics formed the staple of thought and discussion, and the treatment of the various subjects was illustrated by examples

from the usage of christian brethren in America and in England. Great attention was manifested by the hearers. At Skane, 18th July, he addressed large congregations; on the 20th he preached at Kopinge, near Ystad, and at Helsingborg, and there visited vessels in the harbor. Later in the month he took part in a large meeting of the Evangelical Union on the island Hwen, preaching to hundreds from all parts of Sweden and Denmark, and to nearly all the population of the island. In August and September as has before been noted in the MAGAZINE, the cholera drove him with his family from Helsingborg to Ragle, some miles distant. All were preserved, and during the latter part of the last named month, he resumed his usual labors, meeting in the harbor of Helsingborg, upon the ships which he visited, many sailors who received God's word with joy, some of whom were christians.

GOTTENBERG.

Rev. A. FERNHOLM writes, October 1st, 1873, that during the three months preceding, he had visited 154 Swedish, 15 Norwegian, 7 Danish, 3 German, 1 Dutch, 4 United States, 16 English, and 5 French vessels, total 205. He had preached 19 times in G., and several times, besides, to sailors and fishermen in the villages near that place, where is a field white to harvest. He has heard sailors confess their sins, and expressing their sense of need that they be forgiven through atoning blood, and seen the tears glistening in many of their eyes. "All these," he says, "may be tokens of a real conversion, but may also be nothing beside the outburst of a superficial emotion. I cannot say what it is, now. Perhaps at another time, a year, or years hereafter, I shall meet with one and another of these sailors, and then I shall know more of the reality of their repentance. Now, I am plowing in hope, but am assured that it shall not be in vain. This summer I have met with several sailors with whom I spoke last year, Then they seemed to

be indifferent, but now they have generally welcomed me most heartily, and with eagerness have taken words and tracts from my mouth and hands. Most of them have been Swedes."

—
GEFLE.

Mr. E. ERICKSSON, writes, October 3d, that he has labored during the preceding quarter at Gefle and at Svardsja, preaching, at the latter place, to multitudes of hearers, and in Gefle at a hall, and among the sailors and vessels in the harbor. Six new members had been received in this quarter, into the Gefle congregation. He put forth the same labor at Sonderhausen, Hudikswall and Sundswall, in August. The congregations were large, and at Tunadal on the 24th August, 1,000 persons assembled for preaching. Most interesting details are given of conversations with a backslidden Christian captain, who was led again to the faith and joy of the kingdom of Christ.

—
WARBERG AND WEDIGE.

C. CARLSON preached 56 times in the quarter ending October 1st, and rejoices that, "the arm of the Lord continues to be revealed. The laborers on the Mission field are strengthened and multiplied, and grace has been granted to labor in one spirit for the salvation of souls. Sinners have been awakened and received forgiveness. During my last journey on the sea-coast between Gottenberg and Wedige, I met with some among the sailors who had become believers in Jesus, and have been "taken up" as members in a Christian congregation. They had been converted, they told me, by means of sailor missionaries who had labored here, in the service of the AMERICAN SEAMEN'S FRIEND SOCIETY. One was instrumental in their awakening, another in their conversion, and a third in their being led to observe all things whatsoever Jesus had commanded. New doors are open for preaching, and many cry, "Come to us! Come to us!!!"

WISBY AND BUTTLE.

Old JOHN LINDELIUS had health to travel in July, August and September, hundreds of miles and visit 431 vessels scattered along and in the harbors. He is very fervent in his gratitude for this ability to labor, and for the sympathy and aid received from the SOCIETY.

Sandwich Islands.

HILLO.

Rev. TITUS COAN, under date of August 25th, writes from Hilo as follows, viz.:

"Mr. THOMPSON is to remain here another year. He is now in Honolulu, supplying the pulpit of Mr. FREAR, who is in California.

You are aware that we have very few whaleships at Hilo, in these years. Inter-island vessels visit us, often, to take off our sugars and other products. The steamer *Kilanik* comes twice a month, and an occasional man-of-war, and a lumber ship from the coast of North America gives us a call.

We have two volcanoes in blast. The great roaring furnace Makuaueaneo, in the very summit of Mauna Loa, has been sending up its smoke, thunder, and brilliant columns of mineral fire for four months. Parties of ladies even go to the top of the mountain and look down into the fiery abyss a thousand feet below, and hear the splash and roar of the burning billows, witness the fiery jets and columns as they ascend 200 to 400 feet, and listen to the mutterings and detonations of the subterranean thunders.

Old Kaaloawa on a plane 10,000 feet below the summit crater also keeps her forge in blast, so these two plutonic pistons are pumping up the mineral fusion through burning shafts from unknown abysses below.

Will the planet we inhabit literally be burned up or will the earth abide forever?"

TALCAHUANO, S. A.

RETIREMENT OF DR. SWANEY—PARTING
LETTER.

*To the Secretary of the American Seamen's
Friend Society.*

Dear Brother: The decrease in the foreign population at Talcahuano and in the number of whalers calling there, having combined, with other causes, to diminish the importance of my field, it was finally arranged between the Union Missionary Society and myself, that I should return to the United States. I and my family took passage in the bark *Rothsay*, Stamp, master, July 18th, 1873, and arrived at New York October 17th.

I embrace the present opportunity of saying, that I have experienced much satisfaction in my relation to the AMERICAN SEAMEN'S FRIEND SOCIETY, during the three years of my chaplaincy in Peru and the five years in Chile. I tender sincerest thanks to the officers of the SOCIETY for the uniform kindness which they have shewn me during all those eight years.

My voyage round Cape Horn in a sailing vessel has added much to my knowledge of the condition of seamen. I am more than ever convinced that the Christian world can not afford to neglect making provisions for the religious welfare of sea-faring-men. As auxiliaries to the preaching of the Gospel, I am persuaded that papers and loan libraries, when judiciously distributed on ships, are of incalculable importance.

I have been deeply impressed with the isolation of seamen from society and religious privileges, during the time they are on the ocean, and with their peculiar exposure to trials and temptations when in foreign ports, and I can not but regard their salvation as worth all the efforts that it is possible to make. The conversion of one soul among them in a hundred years, requiring an outlay of

\$200,000, is, of itself, so fraught with eternal importance, that I, for one, am willing to contribute to the fund. Where is there a Christian who is willing to take the responsibility of withholding such a contribution?

Cordially yours, J. A. SWANEY.

The Land of Shadowing Wings.

Rev. TITUS COAN, of Hilo, S. I., says of this book:

"I have been reading 'THE LAND OF SHADOWING WINGS,' by ex-Secretary LOOMIS. I like it. The thoughts and style are original, bold, vigorous, graphic, comprehensive, beautiful, and pioneering. The idea that America is the 'Land Shadowing with Wings,' is novel and quite interesting. Of its correctness I am not able to affirm or deny. Let biblical and oriental scholars give a better exegesis if they can. * * * Each of the ten chapters has its peculiar merits, and all are excellent. But were I to select one out of the ten in which I was most deeply interested, I would take the ninth, entitled, THE DAUGHTER OF TYRE. But the whole book is a gem. In thought and style it is logical, truthful, earnest, eloquent, evangelical, and often tender and pathetic. I hope it will have a wide circulation and continue to speak long after its author is dead."

Sailors' Home, 190 Cherry Street.

Mr. ALEXANDER reports two hundred and forty-nine arrivals at the HOME during the month of October. These deposited with him \$1,766, of which \$1,066 were sent to relatives, \$300 placed in Savings Banks, and the balance returned to the depositors.

In the same time thirty men went to sea from the HOME without advance, and seven were sent to the hospital.

RECENT ECCLESIASTICAL ACTION.

Resolutions adopted by the General Association of the Congregational Churches of the State of New York, at its Session at Homer, N. Y., Oct. 23rd, 1873.

Resolved, That this General Association desires to put on record its conviction that for the relief of 3,000,000 seamen in the seaport communities of this and other lands, and upon the great waters of the world, from all the wrongs to which they are subjected, and to provide for their necessities as spiritual and immortal beings, it is the privilege and the duty of the Church of Christ, to faithfully endeavor to give to them the gospel of Christ, under such conditions as shall secure to them the practical ability to embrace it.

Resolved, That for this purpose we commend to the churches to seek the salvation of seamen through the agency of the AMERICAN SEAMEN'S FRIEND SOCIETY, which has long been laboring with great success, in this important department of christian work.

Resolved, That the General Association recommend to the churches to make annual collections for this object.

H. M. STORRS, *Moderator*.

J. W. COOPER, *Scribe*.

SYNOD OF NEW YORK.

In session West Presbyterian Church, New York, Oct. 23, 1873.

The Rev. Dr. S. H. HALL addressed the Synod, in accordance with previous arrangement, in behalf of the AMERICAN SEAMEN'S FRIEND SOCIETY. After which, the following resolution was adopted:

Resolved, That the Synod has listened with great interest to the statements of the Secretary of the AMERICAN SEAMEN'S FRIEND SOCIETY in regard to the condition and claims of seamen, the means used for their elevation and salvation, and the success which has attended these means; and cordially adopts the resolution passed by the last General Assembly commending the agency of the Society to the christian sympathy and aid of the churches under its care.

O. M. JOHNSON, *Stated Clerk*.

R. A. SAWYER, *Moderator*.

Extract from the Minutes of the SYNOD OF CENTRAL NEW YORK, Utica, October 23rd, 1873.

Resolved, That the work being done by the AMERICAN SEAMEN'S FRIEND SOCIETY for the evangelizing of the millions who go down to the sea in ships, and who are utterly uncared for otherwise, calls for not only our sympathy and our prayers, but also for our cordial co-operation; and the Synod heartily commends the cause to the churches and ministers within its bounds." A true extract.

ELIZUR N. MANLEY, *Stated Clerk*.

SYNOD OF WESTERN NEW YORK.

Resolved, That in view of the claims of seamen upon the practical sympathy of our Churches, Synod most heartily and emphatically endorses the action of General Assembly, at Baltimore, and recommends that, as far as practicable, collections be taken up in the churches and forwarded to the AMERICAN SEAMEN'S FRIEND SOCIETY.

A true copy from the minutes of the Synod of Western New York, at its session in Buffalo, October, 1873.

A. T. CHESTER, *Stated Clerk*.

Extract from the Minutes of the SYNOD OF NEW JERSEY in Session at Washington, N. J., October 22nd, 1873.

The first order of the day was taken up, and the Rev. S. H. HALL, D. D., Corresponding Secretary of the AMERICAN SEAMEN'S FRIEND SOCIETY addressed the Synod in relation to the operations and claims of that Society. Whereupon it was

Resolved, That this Synod recognizes with pleasure the efficiency of the AMERICAN SEAMEN'S FRIEND SOCIETY in their work among sailors, and they cordially endorse it as having a claim on the beneficence of our churches among the very first after that of our own Presbyterian Boards.

Attest,

R. K. RODGERS, *Stated Clerk*.

Extract from the Minutes of the SYNOD OF PHILADELPHIA, October 18th, 1873.

Resolved, That this Synod recognizes the claims of the world's seamen upon the sympathy and prayers of christians, and recommends the AMERICAN SEAMEN'S FRIEND SOCIETY, whose evangelical efforts have been most signally blest of God, as worthy of the co-operation and support of our churches.

W. M. RICE, *Stated Clerk*.

Position of the Planets for December, 1873.

MERCURY is a morning star during this month; is in conjunction with Venus on the afternoon of the 10th, at 5h. 9m., being $1^{\circ} 52'$ north; is in conjunction with the Moon on the evening of the 17th, at 9h. 11m., being $4^{\circ} 14'$ north; is at its greatest western elongation on the morning of the 19th, at 5h. 46m., being then $21^{\circ} 46'$ away from the Sun; is at its greatest brilliancy on the 22nd, and on the morning of that day it rises at 5h. 35m., and $21^{\circ} 40'$ south of east.

VENUS is a morning star rising on the 1st at 5h. 26m., and $21^{\circ} 40'$ south of east, is in conjunction with the Moon on the morning of the 18th, at 7h. 30m., being $3^{\circ} 3'$ north.

MARS is an evening star, setting on the 1st at 8h. 42m., and $26^{\circ} 46'$ south of west; is in conjunction with the Moon on the forenoon of the 23rd, at 10h. 32m., being $4^{\circ} 10'$ north.

JUPITER is considered a morning star until the morning of the 22nd, at 8h. 20m., when it is in quadrature with the Sun: is in conjunction with the Moon on the forenoon of the 12th, at 10h. 57m., being $2^{\circ} 43'$ south.

SATURN is an evening star, setting on the 1st at 8h. 6m., and $27^{\circ} 52'$ south of west; is in conjunction with the Moon on the evening of the 21st, at 9h. 30m., being $4^{\circ} 38'$ north. R. H. B.

N. Y. University.

Total Disasters in October, 1873.

The number of vessels belonging to, or bound to or from ports in the United States, reported totally lost and missing during the past month is 59, of which 33 were wrecked, 16 abandoned, 2 burned, 1 sunk by collision, 3 foundered, and 4 are missing. They are classed as follows, viz: 1 steamer, 3 ships, 6 barks, 11 brigs, 38 schooners, and their total value, exclusive of cargoes, is estimated at \$718,000.

Below is the list, giving names, ports, destinations, &c. Those indicated by a *w*, were wrecked, *a*, abandoned, *b*, burned, *sc*, sunk by collision, *f*, foundered, and *m*, missing.

STEAMER.

Missouri, *w*. from Liverpool for New Orleans.

SHIPS.

Wm. & Thomas, *w*. from Port Blakely for Caliao.

Elizabeth Kimball, *w*. from Port Gambo for Iquique.

Golden Dream, *a*. from Pensacola for Liverpool.

BARKS.

Vinco, *a*. from Charleston for London.

Isle of Skye, *a*. from Progreso for New York.

Leander, *a*. from Buenos Ayres for Pensacola.

Granada, *b*. (at Pensacola).

Elizabeth Knowles, *w*. from Wilmington, N. C.,

for Queenstown.

Humbleton, *w*. from London for New York.

BRIGS.

Calsow Stesow, *a*. from New York for Constantinople.

J. Polledo, *w*. from Sagua for Philadelphia.

Mary Grace, *w*. from Boston for Parrsboro.

Isabella, *w*. from New York for Jacmel.

Breeze, *a*. from Coosaw River for London.

Jane, *f*. from Fortune Island for Boston.

Peter & John, *w*. from Wallace, N. S., for Boston.

Rolling Wave, *w*. from Hiogo for Chefoo.

Sir Robert Peel, *m*. from New York for Falmouth, Ja.

Isabel Beurmann, *w*. from Navassa for Baltimore.

Edward, *w*. from Cen. America for New York.

SCHOONERS.

Samuel N. Smith, *a*. from Philadelphia for Pawtucket.

Emma Baker, *w*. from Charleston for Ogeechee River.

Henrietta, *w*. from Port Johnson for Boston.

D. H. Mansfield, *w*. (fisherman).

A. Richards, *a*. from St. Mary's, Ga., for Matanzas.

M. Reinhart, *w*. from Philadelphia for Boston.

Pacific, *w*. Georgetown, S. C.

Mary Willis, *w*. from Portsmouth, Va., for Alexandria.

Ruth N. Atwood, *w*. (fisherman).

Geo. R. Lanfair, *w*. from Portland for Boston.

Benj. Baker, *w*. from Boston for Bangor.

Lizzie K., *m*. from New York for Cow Bay, C.B.

Emblem, *w*. from Bristol, Me. for Boston.

Lucy & Nancy, *a*. from Deer Isle for Boston.

Flight, *sc*. (in Potomac river).

Mischief, *w*. from Cienfuegos for New Orleans.

J. H. Seguine, *a*. from James River for New York.

R. S. Warren, *w*. (fisherman).

M. R. Carlisle, *a*. from Philadelphia for Providence.

R. J. Mercer, *a*. from Philadelphia for Providence.

Belle, *w*. from Nassau for Key West.

Sylvan, *a*. from Charleston for Providence.

Fanny Keating, *a*. from Darien for New York.

Joseph Waples, *a*. from Pensacola for Key West.

Enterprise, *m*. Norfolk.

Connaught Ranger, *w*. at Gloucester.

Asa Eldridge, *w*. at Key West.

Science, *w*. at Key West.

Lothair, *w*. from Maracaibo for New York.

Tryphenia, *f*.

Hudson, *b*. from Kockland from New York.

Fleetwing, *w*. at Pass Cavallo.

Dr. Kane, *f*. from Port Johnson for E. Cambridge.

Star of the Sea, *a*. from Paspebiac for Boston.

Golden Rule, *m*. from Providence for Georgetown, P. E. I.

Witch of the Wave, *w*. near Boothbay, Me.

Illias, *w*. from Maracaibo for New York.

B. Franklin, *w*.

Receipts for October, 1873.

MAINE.

| | |
|--|---------|
| Bath, a friend, for Rev. J. O Fiske's lib'y..... | \$20 00 |
| Mrs. Mary A. Fiske..... | 20 00 |
| Biddeford, Cong. church..... | 7 00 |

NEW HAMPSHIRE.

| | |
|-----------------------------------|-------|
| New Ipswich, Children's Fair..... | 3 50 |
| Newmarket, Cong. church..... | 23 42 |

VERMONT.

| | |
|---------------------------|------|
| Berlin, Cong. church..... | 5 00 |
|---------------------------|------|

MASSACHUSETTS.

| | |
|---|-------|
| Andover, Chapel ch. and Society..... | 35 00 |
| Attleboro, 1st Cong. church..... | 32 63 |
| Boston, schr. <i>Martha</i> , Capt. Smith.... | 5 00 |
| Cambridge, North ave. S. S., for lib'y. | 20 00 |
| Campello, Cong. church, \$20 from S. | |
| S., for lib'y..... | 59 50 |
| Charlemon, Cong. church..... | 16 00 |
| Chelsea, Winnimiset..... | 29 20 |
| Dorchester, Village ch., \$20 for lib'y... | 32 39 |
| Greenfield, 2d Cong. church, \$20 from | |
| S. S., for lib'y..... | 50 00 |
| Hanover, 2d Cong. church..... | 7 02 |
| Montague, Cong. church..... | 21 00 |
| Newburyport, Newburyport Bethel | |
| Society, to const. Mr. S. A. McCon- | |
| nel, L. M..... | 30 00 |
| Ladies Bethel Society, for New Or- | |
| leans, special..... | 30 00 |
| North Bridgewater, 1st Cong. church. | |
| Sheffield, F. O. Andrews, to const. | 38 10 |
| James N. Dickson, M. D., L. M..... | 31 90 |
| South Abington, Cong. church..... | 14 20 |
| South Sudbury, \$20 from S. S., for lib'y. | 40 15 |
| Springfield, 1st Cong. church..... | 97 72 |
| Tewksbury, Cong. church..... | 42 00 |
| Williamstown, S. S., Cong. church, for | |
| lib'y..... | 20 00 |
| Wilbraham, Cong. church..... | 11 51 |

RHODE ISLAND.

| | |
|-------------------------------------|------|
| Providence, Mrs. M. T. Jackson..... | 1 00 |
|-------------------------------------|------|

CONNECTICUT.

| | |
|--|--------|
| Bristol, Cong. church, special for New | |
| Orleans..... | 25 00 |
| Fairfield, Cong. church, of which Mrs. | |
| H. F. Curtis and Samuel Morehouse | |
| S. S., each \$20 for lib'y..... | 161 19 |
| Fair Haven, 1st Cong. church..... | 37 82 |
| S. S. class, Miss J. M. Williams, lib'y, | |
| in part..... | 10 00 |
| Hartford, Asylum Hill, Cong. church. | 167 50 |
| "Seamens Friend," of which to con- | |
| stitute Miss Laura B. Dunham, L. | |
| M., \$30..... | 100 00 |
| Miss Laura B. Dunham..... | 20 00 |
| Lebanon, Cong. church, of which to | |
| const. Mrs. Lucy Manning, L. M., \$30 | |
| Goshen Parish..... | 31 13 |
| Madison, Cong. church..... | 7 02 |
| New Haven, church of the "Redeem- | |
| er," of which to const. Chas. H. | |
| Webb and Daniel H. Wells, L. M's | |
| \$60..... | 66 13 |
| 3d Cong. church..... | 76 63 |
| North Cong. church..... | 80 83 |
| George St., M. E. church..... | 6 33 |
| Orange, Cong. church..... | 18 44 |
| Salisbury, Cong. church, add'l..... | 22 00 |
| Sharon, Cong. church, S. S. and others, | |
| for lib'y..... | 22 00 |
| Southington, Cong. church, special | |
| for New Orleans..... | 20 10 |
| Thomaston, Cong. church..... | 62 35 |
| West Winsted, 2d Cong. church, S. S., | |
| for lib'y..... | 44 69 |
| Willimantic, Cong. church..... | 17 48 |
| Windham, Cong. church..... | 22 00 |
| Windsor Locks, Cong. church..... | 85 88 |

NEW YORK.

| | |
|---|--------|
| Adams Centre, S. S. Bap. church, lib'y. | 20 00 |
| 7th Day Bap. church..... | 12 36 |
| Advent Bap. church..... | 1 00 |
| Sale of Bible..... | 0 30 |
| Brooklyn, James Mitchell S. S., Grand | |
| ave. Miss., for lib'y..... | 20 00 |
| "F." lib'y, \$20..... | 25 00 |
| Puritan church, S. S., Miss. Ass'n, | |
| for lib'y..... | 20 00 |
| S. S., Plymouth, Cong. church, for | |
| lib's..... | 221 12 |

| | |
|--|--------|
| Buffalo, P. P. Pratt, \$50; D. P. Rum- | |
| sey, \$25; E. T. Evans, \$25; E. G. | |
| Spaulding, \$25..... | 125 00 |
| Deansville, M. E. church, add'l..... | 0 30 |
| Edgewater, Staten Island Pres. ch..... | 66 17 |
| Frankfort, M. E. church..... | 12 60 |
| S. S., Bap. church, add'l..... | 6 00 |
| Leroy, Pres. church..... | 22 55 |
| Livonia, Mr. Joel Stone, for Lucy | |
| Stone, memorial lib'y..... | 20 00 |
| Meridian, Bap. church..... | 10 00 |
| M. E. church..... | 1 92 |
| New York City, bark <i>Maggie Ella</i> , | |
| Capt. Gilmore..... | 3 00 |
| Bark <i>Brothers</i> , Capt. E. Jenkins.... | 5 00 |
| Schr. <i>Little Dorritt</i> , Capt. S. Shears. | 5 00 |
| Ship <i>Young America</i> , Capt. Manson. | 5 00 |
| Bark <i>Somerville</i> , Capt. Smith and | |
| officers..... | 5 00 |
| 13th St. Pres. church, S. S., Miss. | |
| Ass'n, for lib's..... | 60 00 |
| Cassady & Co..... | 10 00 |
| Geo. W. Pell, for New Orleans..... | 20 00 |
| Joseph H. Choate..... | 10 00 |
| C. A. Hedges..... | 20 00 |
| Wm. G. Lambert..... | 10 00 |
| H. T. Morgan..... | 50 00 |
| J. H. Ormsbee..... | 5 00 |
| W. C. Martin..... | 5 00 |
| W. B. Astor..... | 100 00 |
| Robert Carter & Bros..... | 50 00 |
| Wm. D. Coit..... | 5 00 |
| J. Evarts Tracy..... | 15 00 |
| Frank Shepard..... | 5 00 |
| Mrs. C. L. Halsted..... | 20 00 |
| S. Brown..... | 50 00 |
| Josiah M. Fiske..... | 10 00 |
| Mrs. G. Burritt..... | 5 00 |
| Dr. W. N. Blakeman..... | 10 00 |
| Wm. Sloane..... | 10 00 |
| L. N. Lovell..... | 5 00 |
| Wm. Borden..... | 10 00 |
| Valentine G. Hall..... | 30 00 |
| Harding, Colby & Co..... | 25 00 |
| Stamford Manuf'g Co..... | 25 00 |
| Chas. Trumbull White..... | 5 00 |
| Brevooort House..... | 20 00 |
| John Aitken..... | 5 00 |
| Wm. Dennistown..... | 10 00 |
| Mrs. Elizabeth Libbey, for the wid- | |
| ows and orphans of seamen..... | 100 00 |
| J. W. Dominick..... | 5 00 |
| C. R. Robert..... | 5 00 |
| Niagara Falls, Mrs. A. Porter, lib'y... | 20 00 |
| Ogden, Science Hill, S. S..... | 10 35 |
| Oriskany Falls, M. E. church..... | 1 97 |
| Port Ewing, Ref. church..... | 23 81 |
| Poughkeepsie, 2d Ref. church..... | 70 40 |
| Sherburne, S. S. class, (R.) Cong. ch., | |
| lib'y..... | 20 00 |
| Suspension Bridge, Cong. church, in | |
| part..... | 2 15 |
| Tarrytown, a thank offering..... | 15 00 |
| Waterville, Bap. church, S. S., for | |
| lib'y..... | 20 00 |
| M. E. church..... | 7 33 |

NEW JERSEY.

| | |
|--|-------|
| Glen Gardner, Rev. W. J. Henderson. | 1 00 |
| Madison, S. S., Pres. church for lib'y.. | 20 00 |
| Morristown, 1st Pres. church, S. S., | |
| Miss. Ass'n, lib's..... | 40 00 |
| Newark, 2d Pres. church..... | 14 65 |
| 1st Ref. church..... | 42 51 |
| New Jersey, John Schlitzning, sailor. | 1 00 |
| Princeton, Rev. D. M. Halliday..... | 10 00 |
| Ringoes, Rev. J. D. Hewitt..... | 2 00 |

PENNSYLVANIA.

| | |
|--|------|
| Philadelphua, Cash, 1334 Chestnut St.. | 1 00 |
|--|------|

\$3,509 30

ERRATUM.

In MAY receipts, page 219, for 1st church
WESTFIELD, MASS., read 2d church.

[illegible]

The forty-one libraries refitted and re-shipped were :

No. 103, on brig *Shasta*, for Spain ; No. 876, on brig *S. A. Snow*, for Halifax ; No. 1,407, on brig *Rhone*, for Europe ; No. 1,968, on brig *Alice*, for Cuba ; No. 2,213, on schr. *Scio*, for Jacksonville ; No. 2,413, on schr. *W. Harris*, for Apalachicola ; No. 2,437, on brig *Cleta*, for Honduras ; No. 2,531, on schr. *Hortensia*, for Demerara ; No. 2,956, read with interest, gone to Jacksonville, on schr. *Kate Walker* ; No. 3,069, much read, with profit, gone to West Indies, on brig *Lucy* ; No. 3,117, on schr. *M. T. Trundy*, for Jamaica ; No. 3,120, on brig *Nellie*, for St. Kitts ; No. 3,325, on schr. *S. C. Evans*, for Rio ; No. 3,453, on bark *E. H. Duvall*, for Antwerp ; No. 3,497, on schr. *M. Holmes*, for Pensacola ; No. 3,529, on brig *S. Alward*, for Bermuda ; No. 3,563, on schr. *A. C. Leverett*, for Indianola ; No. 3,695, on brig *Glendale*, for New Orleans ; No. 3,948, on schr. *S. Thurlow*, for Havre ; No. 4,001, on bark *A. McAdam*, for Havre ; No. 4,002, on brig *Dirigo*, for Marseilles ; No. 4,118, on schr. *Frank*, for Jacksonville ; No. 4,119, on brig *J. Es-son*, for Porto Rico ; No. 4,130, on schr. *E. Lee*, for Jacmel ; No. 4,201, on schr. *A. G. Bentley*, for Darien ; No. 4,240, on schr. *T. P. Ball*, for Galveston ; No. 4,260, books read with interest, gone to West Indies, on brig *Gambia* ; No. 4,267, on schr. *E. S. Newman*, for Galveston ; No. 4,491, on bark *J. E. Holbrook*, for Havana ; No. 4,524, read with interest, gone to Havre, on bark *Batchelor* ; No. 4,531, on bark *G. B. Doane*, for Liverpool ; No. 4,559, on bark *Somerville*, for Havre ; No. 4,567, on schr. *F. Howard*, for Para.

No. 855, returned from schr. *Amada*, repaired, and gone on brig *Alfton*, 8 men, to St. Johns ; No. 3,131, has been two voyages to West Indies, the books have been carefully read. "On the last voyage, the vessel was towed in, water-logged. The books got wet. I dried them as well as I could. Enclosed find \$5 to repair damages."

L. P. S.,

Master schr. Martha.

No. 3,348, returned, and gone to sea on schr. *Stephen Bonnet*, 7 men ; No. 3,577, has gone to West Indies, on bark *R. C. Small*, 10 men, "having been to South America and Glasgow, and been read with much interest. Many thanks."

G. E. B.

No. 3,728, returned with three books gone, and sent to sea on brig *R. M. Haslem*, Capt. Gould, for Barcelona ; No. 4,009, returned in good condition, "every book has been read and re-read. The books have been loaned to other vessels, and much used by their crews. Many thanks for the use of the library."—J. B.

No. 4,021, returned from West Indies, and gone to sea on schr. *F. L. Richardson*, Capt. Young, care of the captain's wife, for St. Johns ; No. 4,080, returned from the bark *Kate Williams*, books much read by captain, and crew, and passengers, especially "Dea. Sims' Prayers." The vessel was out through the terrible storm in which so many crews were lost, with more than a hundred passengers on board.

Letters and Incidents concerning library work.

In a letter sent to us October 31st, 1873, were these words: "The enclosed may need an explanation: Mr. J. S——, of L., sends \$20 for a library to be called the Lucy S——. Memorial Library." The donor and his wife are persons of strong faith. They are also sincere mourners, who walk up and down the bank of the river since their daughter crossed over, still bound to their child by the cords of a deathless love. They thought the photograph placed upon the inside of the cover to the box, where it could be seen by each sailor as he received his book, might make the reading more impressive. Permit me to give the following extract from his letter:

"I have had doubts about sending the photograph of our daughter, but have concluded to send it. Allow me to express the desire of my heart that God will bless the reading of the books which may be sent to the eternal good of many

sons of the ocean. We read there is joy in heaven over sinners who repent. It is to me a pleasant thought that my Lucy may perhaps know the result of this effort."

Mr. S. contemplates sending another library next year.

SHIP "CONSTANTINE," }
New York, Oct. 23rd, 1873. }

To the American Seamen's Friend Society.

The library I had from your Society on the ship *Constantine*, during the past two voyages from this port to London and back, has been much read and highly appreciated, both by the seamen and passengers. I think the libraries are a source of much good on board our ships. Please receive my sincere thanks for your efforts to promote the welfare of our seamen.

I am, very truly yours,

JAMES H. CREEVEY, *Master*.

Library No. 1,888 was shipped on the *Simoda*, of Annapolis, N. S., at Boston, Mass., in 1870, and has just been returned to us. The crew numbered eleven, and all read the books. Those most read are named to us as "Tables of Infidelity," "Life of Doddridge," "Life of Hall," "Life and Wanderings of the Apostle Paul," and "The Dictionary of the Holy Bible." There came several religious seamen on board, and one conversion occurred on the last voyage. We have concerning it the following details from the Captain who had it in charge: "The books contained originally in No. 1,888, have been twice exchanged—once with Capt. Otis, of the *Said Ben Sultan*, an American bark, and once with Capt. Worrall, of the brig *Minnehaha*, of Yarmouth, N. S. In August, 1873, on selling my ship, I gave the library into the charge of Capt. Lowray, of the bark *Annie Laurie*, of Halifax, N. S. He gave me a receipt for it which I hold subject to your request. He sailed from Hong Kong for Cardiff, Wales, thence to Montevideo, S. A., thence to Rangoon, and thence for some port in the United Kingdom or on the Continent of Europe. I can only add that I have been myself

greatly interested, benefitted, and I believe, blessed with a change of heart, through the reading of the books it contained, at least they have been partly instrumental in causing me to see plainly the sinful course I was pursuing, and assisted me in my endeavors to gain knowledge for the saving of my soul. My thanks and prayers are due to and for your benevolent Society, and upon my return to the United States, I hope to be able to show my appreciation in another and more pleasing way than this. I remain as ever, the friend of the AMERICAN SEAMEN'S FRIEND SOCIETY,

ELISHA B. GOWDY,

Formerly Master of Simoda, of Annapolis, N. S.

Am now proceeding to Liverpool to take the bark *Lalia W.*, of Annapolis, N.S.

Honesty Tested.

There was a lad, in Ireland, who was put to work at a linen factory, and while he was at work there a piece of cloth was wanted to be sent out which was short of the length that it ought to have been; but the master thought that it might be made longer by a little stretching. He thereupon unrolled the cloth, taking hold of one end of it himself and the boy the other. He then said, "Pull Adam, pull! but the boy stood still. The master again said, "Pull, Adam, pull!" The boy said, "I can't." "Why not?" said the master. "Because it is wrong," said Adam, and he refused to pull. Upon this the master said he would not do for a linen manufacturer. But that boy became the Rev. Dr. Adam Clarke, and the strict principle of honesty of his youthful age laid the foundation of his future greatness.

The Best Liquor.

"Give us a glass of your best liquor," said a drunkard the other day, as he entered a shop. The shopkeeper filled a glass and gave it to him. The toper, without noticing it, dashed it down his

throat. He soon began to taste and taste, seemingly not exactly satisfied.

"What's the matter," said the shopkeeper; "wasn't it good?"

"Why, yes, it was good enough, but seems to me it wasn't very strong. What kind of liquor was it?"

"Cold water," was the reply; "that's the best liquor we have in the shop, and I believe it is the best in town. As for any other kind, we have not got any, for I left off selling strong drink some time ago. So you've saved your twopence, and you'll feel better for it afterwards."

"Well," said the toper, "if this isn't a regular take in; but I believe, sir, you're right for all that. And, as you don't charge anything for your liquor, I have a good mind to be your customer, and see if I can't get rid of my headache and sore eyes."

The shopkeeper, who was a warm-hearted Christian as well as a zealous temperance man, kindly encouraged him never to drink anything but the best liquor in future. God's beautiful sparkling water was the drink of Eden.

Segars Did It.

After forty years of severe toil, a friend failed in business, and became exceedingly poor. His lot was hard, his prospects dark, and his heart was sad. Why did he fail? He met with losses, became embarrassed, and finally sank under the load. He is honest, competent, industrious, and a real gentleman. One bad habit only besets him. He is an incessant smoker, burning from six to ten segars a day, at an average cost of not less than sixty cents a day. This would amount to \$216 a year, and in forty years, compound interest added, to \$40,000. How that amount would now comfort our bankrupt friend! It would relieve him from hardship and want during the evening of his life. FORTY THOUSAND DOLLARS consumed in segars! What a loss! Poor man! We pity him, and yet blame him for deliberately burning up

his fortune. Are there not others perpetrating the same folly?—*Baptist Union.*

A Child's Amen.

The mother of a little girl, only four years of age, had been for some time most dangerously ill. The physicians had given her up. When the little girl heard this, she went into an adjoining room, knelt down, and said—

"Dear Lord Jesus, O make my mother well again."

And after she had thus prayed, she said, as though in God's name, with as deep a voice as she could—

"Yes, my dear child, I will do it gladly!"

This was the little girl's *Amen*. She rose up, joyfully ran to her mother's bed, and said—

"Mother, you will get well!"

And she recovered, and is in health to this day.

A Child's Hymn.

God make my life a little light,
Within the world to glow;
A little flame that burneth bright,
Wherever I may go.

God make my life a little flower,
That giveth joy to all,
Content to bloom in native bower,
Although its place be small.

God make my life a little song,
That comforteth the sad;
That helpeth others to be strong,
And makes the sinner glad.

God make my life a little staff,
Whereon the weak may rest,
That so what health and strength I have,
May serve my neighbors best.

God make my life a little hymn
Of tenderness and praise;
Of faith that never waxeth dim,
In all his wondrous ways.

Good Words.

American Seamen's Friend Society.

R. P. BUCK, *President.*

S. H. HALL, D. D., *Cor. Sec. & Treas.*

L. P. HUBBARD, *Financial Agent.*
80 Wall Street, New York.

District Secretaries:

Rev. S. W. HANKS, Cong'l House, Boston.
Rev. H. BEEBE, New Haven, Conn.

THE
SAILORS' MAGAZINE
AND
SEAMEN'S FRIEND.

FOR THE YEAR ENDING

DECEMBER, 1873.

Ridge of the mountain-wave
Lower thy crest!
Wail of the tempest-wind,
Be thou at rest;
Peril can never be,
Sorrow must fly,
Where saith the Light of Light,
"Peace! It is I."

—*St. Anatolius.*

VOL. XLV.

NEW YORK:
AMERICAN SEAMEN'S FRIEND SOCIETY,
80 WALL STREET.

PREFACE.

IN port again ! It seems but a very few days since we took out a clearance for the voyage now ended. Yet so it is, and we are called upon to introduce the volume made up of our monthly issues, with some words of review.

The avowed object of the *SAILORS' MAGAZINE*, is to gather and communicate information calculated to enlist the sympathy and co-operation of Christians of every name in securing the welfare of seamen. We are conscious of having kept this object in view ; but has it been in any wise attained ? Are our readers, is the christian public any better informed in regard to the condition of seamen as a class, their need of personal sympathy, the practicability of reaching them through kindness, and leading them by way of conversion to usefulness in the kingdom of Christ ?

It can hardly be supposed that any one who has read the record of successful work done for seamen, which has been faithfully given to the public in the pages of the *MAGAZINE*, can doubt as to the feasibility of rescuing the sailor from his past enslavement and degradation, and securing for him an honorable position in society and in the church. Hundreds of seamen have been hopefully changed from the service and wretchedness of sin, to a life of trust and the service of the Saviour. Many have come to be believers who previously scoffed at religious things, and have attributed their conversion to causes quite incompetent to such a result had they not been operated by the Spirit of God. And this is the seal which encourages our work. What the Lord approves, is worthy of our noblest and most self sacrificing efforts ; and it is well to know what He approves, that we may work harmoniously with Him, and not

waste either our substance or our energies, on what is unpromising or impossible. The reader of the following pages, will be made to see that seamen of all nationalities have had their friends very greatly increased of late. They will see that the strong arm of the law has been extended for their protection. They will see what has been done to improve the condition of the common sailor in the fore-castle and on shore. And all this will serve to quicken the hope in every philanthropist and christian that what has been so well begun, is but the forerunner of a brighter day, when the sailor's rights shall be as sacred as the rights of any other citizen, and his home, though out on the deep, be freed from needless discomfort, and beautified by intelligence and christian experience and culture.

The monthly preparation of the MAGAZINE has been a labor of love. If it be remembered, that the circle for whom it is prepared, embraces the widest variety of readers, and that we have but limited time or means at command to make it what it should be, we shall be leniently criticised and pardoned in much short coming.

It has cheered us to be assured that the MAGAZINE has been a welcome visitor in very many families, that the children like it, and that many a home has been made somewhat happier and wiser for its entrance there. Now and then a pastor has sent us word, that it has helped him to preach the gospel, that it has deepened his interest in christian missions, and stirred his heart to pray for the neglected sailor, and for the oncoming of Christ's kingdom out on the oceans of the world. If also, it should be revealed hereafter that some souls have been converted by the reading of that gospel with which we have sought to inspire and illustrate each succeeding number of the MAGAZINE, the prayer that began the year, and has sustained us till the work of the year is now ended, will have had its most grateful answer.

And this is our trust, that our humble labor has not been "in vain in the Lord."

"If faith produce no works, I see
That faith is not a living tree.
Thus faith and works together grow,
No separate life they ere can know;
They're soul and body, hand and heart;
What God hath joined, let no man part."

DEC. 1st, 1873.

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AMERICAN SEAMEN'S FRIEND SOCIETY,

80 Wall Street, New York.

ORGANIZED, MAY, 1828—INCORPORATED, APRIL, 1833.

RICHARD P. BUCK, Esq., *President.*
Rev. S. H. HALL, D. D., *Cor. Sec'y & Treas.*

CAPT. NATH'L BRIGGS, *Vice President.*
L. P. HUBBARD, *Financial Agent.*

OBJECTS. 1.—To improve the social, moral and religious condition of seamen; to protect them from imposition and fraud; to prevent them from becoming a curse to each other and the world; to rescue them from sin and its consequences, and to **SAVE THEIR SOULS.** 2.—To sanctify commerce, an interest and a power in the earth, second only to religion itself, and make it everywhere serve as the handmaid of Christianity.

MEANS OF ACCOMPLISHMENT. 1.—The preaching of the Gospel by Missionaries and Chaplains, and the maintenance of Bethel Churches in the principal ports of this and foreign countries. In addition to its Chaplaincies in the United States, the Society has stations in CHINA, JAPAN, the SANDWICH ISLANDS, CHILI, BRAZIL, FRANCE, ITALY, BELGIUM, DENMARK, NORWAY, SWEDEN, NEW BRUNSWICK, &c, and will establish others as its funds shall allow. Besides preaching the Gospel to seamen on ship-board and on shore, and to those who do business upon our inland waters, Chaplains visit the sick and dying, and as far as possible supply the place of parents and friends.

2.—The monthly publication of the **SAILORS' MAGAZINE** and **SEAMEN'S FRIEND**, designed to collect and communicate information, and to enlist the sympathy and co-operation of Christians of every name, in securing the objects of the Society. The last of these publications, the **SEAMEN'S FRIEND**, is gratuitously furnished to chaplains and Missionaries for distribution among seamen and others. The Society also publishes the **LIFE BOAT** for the use of Sabbath-schools.

3.—**LOAN LIBRARIES**, composed of carefully selected, instructive, and entertaining books, put up in cases containing between forty and fifty volumes each, for the use of ships' officers and crews, and placed as a general thing, in the care of converted sailors, who thus become for the time, effective missionaries among their shipmates. This plan of sea-missions contemplates much more than the placing of a Christian Library on ship-board, in that, (1) It places the library in the hands of an individual who takes it for the purpose of doing good with it, and who becomes morally responsible for the use made of it. (2) It places the library in the fore-castle—the sailors' own apartment. (3) It contemplates a connection between the missionary and the individual who furnishes the instrument with which he works. The donor of each library is informed, if he requests it, when and where it goes, and to whom it is entrusted; and whatever of interest is heard from it, is communicated. The whole number of libraries sent out by the Society, is 4,400 containing 190,000 volumes. Calculating frequent re-shipments, they have been accessible to probably 190,000 men. Over eight hundred hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath schools, and are frequently heard from as doing good service. This work may be and should be greatly extended. More than 20,000 American vessels remain to be supplied.

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